

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,353 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,350 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain G. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Vunhi, Mahing, Kunchuk, Kau-Kong, Samshui, Howlik, Shu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chung. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES: Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

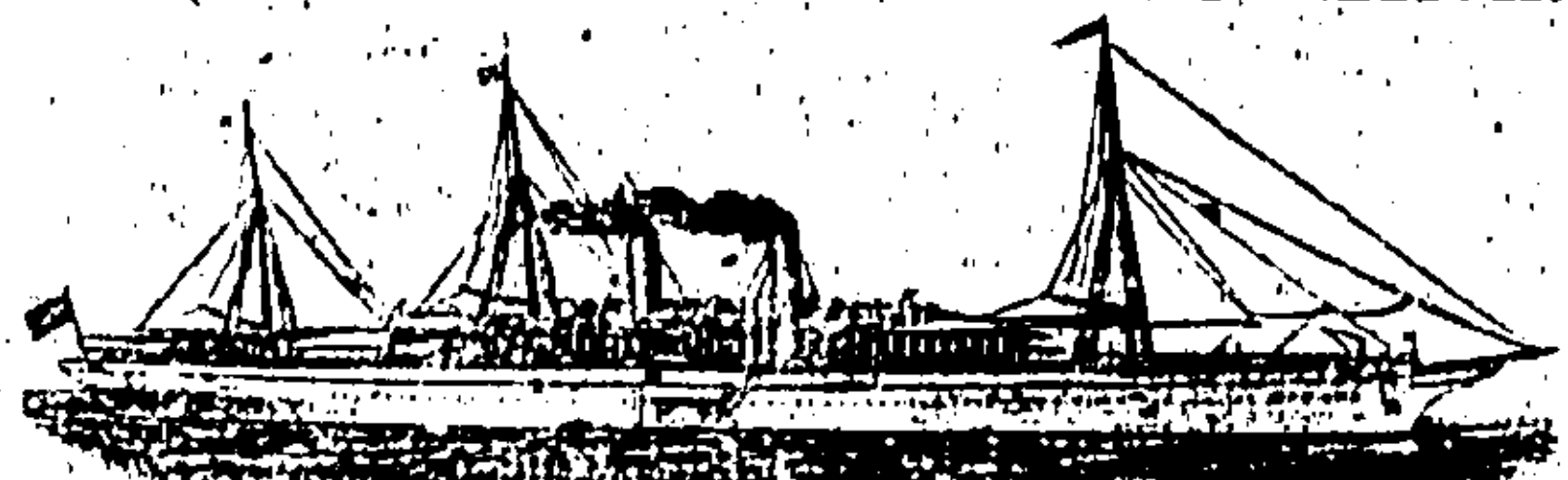
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th January, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 days across the Pacific is the "Empress Line," Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	2,440	WEDNESDAY, Jan. 24	Feb. 17
"EMPEROR OF INDIA"	6,000	WEDNESDAY, Feb. 7	Feb. 28
"TARTAR"	6,425	WEDNESDAY, Feb. 21	Mar. 17
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, Mar. 7	Mar. 28
"EMPEROR OF CHINA"	6,000	WEDNESDAY, Mar. 21	Apr. 18

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Hongkong to London, 1st Class, via St. Lawrence 66s. Via New York 62s.

Hongkong to London, Intermediate or Steamer and 1st Class Rail 41s. 44s.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for this class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Route, Hand Books, Rates of Freight and Passage, apply to E. BROWN, General Agent, Corner Pedder Street and Praya, opposite Blake Pier. 113

HAMBURG-AMERIKA LINIE.

OCEANATISCHEE DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

STEAMERS	DESTINATIONS	SAILING DATES	Freight
RUGIA	ODDESSA and HAMBURG.	24th Jan.	Freight.
ALESIA	(Calling at SPOR, PENANG & COLOMBO).	31st Jan.	Freight.
BRISGAVIA	HAMBURG and STETTIN.	4th Feb.	Freight.
RHEINLAND	(Calling at SPOR, PENANG & COLOMBO).	10th Feb.	Freight.
RHEINLAND	HAVRE, BREMEN and HAMBURG.	10th Feb.	Freight.
SPESIA	(Calling at SPOR, PENANG & COLOMBO).	21st Feb.	Freight.
SAMBIA	HAVRE and HAMBURG.	7th March	Freight.
SCANDIA	(Calling at SPOR, PENANG & COLOMBO).	21st March	Freight.
SILESIA	HAVRE and HAMBURG.	4th April	Freight.
SILVIA	(Calling at SPOR, PENANG & COLOMBO).	28th Jan.	Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office,

King's Buildings.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

Dr. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,

37, DES VOUX ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

S.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

STEAMERS	SAILING DATES
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.

ON WEDNESDAY, the 31st day of January, 1906, at Noon, the Steamship ROON, Capt. G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 29th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 30th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 30th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.00 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERT-SHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS	Tons	SAILING DATES
PRINZ SIGISMUND	3,302	TUESDAY, 6th February.
WILLEHAD	4,762	TUESDAY, 6th March.
PRINZ WALDEMAR	3,327	TUESDAY, 3rd April.

ON TUESDAY, the 6th February, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 31st Jan.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZESS ALICE	WEDNESDAY, 14th Feb.
YOKOHAMA & KOBE	WILLEHAD	TUESDAY, 13th Feb.

* Reaching Yokohama in less than 6 days.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 23rd December, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
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TJILATJAP... JAYA Second half January JAPAN, VIA SHANGHAI First half February

TJIPANAS... JAPAN Second half January JAVA PORTS First half February

TJIMAH... JAYA Second half February JAPAN, VIA SHANGHAI Second half February

TJILIWONG... JAPAN Second half February JAVA PORTS First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, YORK BUILDINGS, 1st Floor.

Hongkong, 17th January, 1906.

THE ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN

RAILWAYS, MINES, WATER SUPPLIES,

REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDER BUILDINGS,

HONGKONG.

Hongkong, 12th July, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 8 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Homeward Passenger Season, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers	Leave	Connecting Steamers from	Due at
to	HONGKONG.	COLOMBO.	COLOMBO.

Tons, Noon, Saturday.

ARCADIA 7,000 Feb. 10 BRITANNIA 7,000 Mar. 10

DELHI 8,000 Feb. 24 MOLDAVIA 10,000 Mar. 24

DONGOLA 8,000 Mar. 10 MONGOLIA 10,000 Apr. 7

DELTA 8,000 Mar. 24 MOULTAN 10,000 Apr. 21

OCEANIA 7,000 April 7 MARMORA 10,500 May 3

ARCADIA 7,000 April 21 VICTORIA 7,000 May 20

DEVANHA 8,000 May 5 HIMALAYA 7,000 June 3

DELHI 8,000 May 19 INDIA 8,000 June 17

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS. Tonnage. LEAVE HONGKONG. DUE AT LONDON.

JAPAN 4,500 Feb. 14 Mar. 31

SUMATRA 5,000 Feb. 28 Apr. 14

NUBIA 6,000 Mar. 14 Apr. 28

JAVA 4,500 Mar. 28 May 12

FORMOSA 4,500 April 11 May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

"SUMATRA" and "NUBIA" call at MARSEILLES.

"JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage, apply to—

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1906.

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Intimation.

POWELL'S

Alexandra Buildings.

FIRST-CLASS

DRESS-MAKING

by

EXPERIENCED FITTERS.

BEST WORK
ONLY.CUT, STYLE AND
FIT
GUARANTEED.

Moderate Charges.

NEW DRESS
FABRICS

for

Morning, Afternoon,
and
Evening Gowns.

All Wool Armures

\$1.25 per yard.

Eolienues and Voiles

\$1.50 to \$3.00 per yard.

Mohairs and Lustres

\$1.50 to \$2.50 per yard.

Taffeta Beliges

\$1.00 per yard.

Velours Chiffon Voiles

\$1.75 per yard.

Voile a Jour

\$1.25 per yard.

Silk Warp Mohairs

from \$2.00 per yard.

ALL THE LATEST
PRODUCTIONS.WM. POWELL,
LIMITED."Alexandra
Buildings,"

Hongkong, 16th January 1906

Intimations.

THE WEST POINT BUILDING COM-
PANY, LIMITED.

NOTICE is hereby given that the EIGHTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 1st February, 1906, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Ltd., General Agents for the West Point Building Co., Ltd., Hongkong, 10th January, 1906. [108]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

NOTICE is hereby given that the EIGHTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on THURSDAY, the 1st February, 1906, at 11 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED on SATURDAY, the 20th January, to THURSDAY, the 1st February (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary, Hongkong, 10th January, 1906. [109]

THE KOWLOON LAND AND BUILD-
ING COMPANY, LIMITED.

NOTICE is hereby given that the SEVENTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 6th February, 1906, at 12 o'clock (Noon), for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1905.

The REGISTER OF SHARES of the Company will be CLOSED on MONDAY, the 20th January, to TUESDAY, the 6th February (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment & Agency Co., Ltd., Agents for the Kowloon Land & Building Co., Ltd., Hongkong, 18th January, 1906. [130]

THE UNION INSURANCE SOCIETY
OF CANTON, LIMITED.

NOTICE.

AS it is proposed to hold the next ANNUAL GENERAL MEETING of the Society in April, 1906, instead of in October, and to declare thereat an INTERIM DIVIDEND for the year 1905, Shareholders of the CHINA TRADERS' INSURANCE COMPANY, LIMITED, who have accepted or wish to accept the Society's offer of the 25th August, 1905, are requested to send in their scrip and transfer deeds before the 31st March, 1906, so that they may be placed on the Society's Register before the transfer books are closed. By Order of the Board, W. J. SAUNDERS, Secretary, Hongkong, 19th January, 1906. [141]

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREY & SON,
Liquidators.
Hongkong, 17th July, 1905. [147]

STATIONERY! STATIONERY!
STATIONERY!

HAVE just received a large and varied assortment of Stationery suitable for all purposes, such as Academic, Crown Vellum, Paralelism and Scotch Spacing Note Papers and Envelopes.
Now on Show.
Inspection earnestly solicited.
H. RUTTONJEE,
Hongkong and Kowloon.
Hongkong, 18th January, 1906. [148]

PARTNERSHIPS REGISTRATION.

MR. JOHN ANDERSON'S VIEWS.

Mr. John Anderson addressed the Legislative Council of the Straits Settlements on the 12th inst. on this Bill, the second reading having been moved and seconded. He said:—

It is clear from all one has read and learned that almost the whole community takes a more than ordinary very keen interest in this bill, and in its ultimate fate. There are those who appear to be against Registration of Partnerships on any terms; while others are in favour of the principle of Registration, and in examining the bill one has endeavoured to discern the side on which lies not only the soundest reasoning, but the greatest good and wholesomeness in the end to the Colony's trade as a whole. I may be permitted to remark that some years ago I stood as an opponent to suggested legislation then of this kind. To that I will also add that I think it will be apparent to any one who over some years back has closely watched the course of mercantile and trade affairs here that the methods of conducting these have changed considerably, and one regrets to feel that the change has not been in the direction of higher morality. I understand that in this Settlement the chief opponents of this bill are a limited number of the members of the Singapore Chamber of Commerce—nineteen I believe of these being opposed to the proposed measure out of a total membership of fifty-five, while the other chief opponents of the bill are said to be some of our Chinese mercantile and trade community. I use the word "some" advisedly, because I have been told that among our Chinese merchants and traders, there are a number who, upon impartial consideration of the subject, have come to the view that Registration of Partnerships would on the whole bring advantages to the trade of the Colony. But accepting the fact that there are among us Chinese and other traders who are opposed to the principle contained in this bill, one would still think, and I cannot but believe that among our Chinese and Oriental community those who are merchants and traders of honourable mind and intentions must at heart feel not only that registration of their own partnerships cannot do any harm in the end to honest well-meaning and soundly conducted business, but that it must, on the other hand, become an advantage to these Chinese and Oriental firms if they have some reliable source of knowledge as to the constitution of firms and partnerships. Western as well as Oriental, with whom in the course of trade intercourse they also are given to risking their capital. In other words, the honest trader who has commensurate capital or some backing in his partnership, and who trades within his means and upon his reasonable credit, not only will have no cause for fear, but he will not be afraid. The gentleman who will not be suited by this bill are those while light in purse are full of questionable device. If the bill will do harm to such gentlemen as these latter, why that is just what we ask to happen, for any process that will by degrees get rid of unsound trade should surely be followed by a more wholesome condition attained in the end. A large proportion of our overtun here passes through the hands of Chinese merchants and traders and the great majority of them are men to whose names attach just as long record of fair and straight trading as can be claimed by many of our European firms here. Are these the Chinese merchants and traders who, we are told, are going to be demoralized by registration, and who, we are also told, are so strenuously opposed to this measure? Well, I for one decline to believe this; it would be contrary to common sense or argument to believe it. And besides this, we have the evidence of years of experience that the best of our Chinese and Oriental mercantile and trade community have long since realized that this is a Government whose laws carrying penalties are framed to bear on the man, be he trader or other, who will not go straight, and to protect and aid, certainly not to harass, the straight-going merchant or trader. For generations this has been the experience and observation of our long established traders—Chinese and others; they are among the most astute of our community, and when the best of our Chinese and Oriental traders have had carefully and clearly explained to them what Registration of Partnerships—in some workable form as I hope modifications to this bill will produce—will really mean to the honest trader, the likelihood is that they will again commend the wisdom of a Government that they have come by long experience to look on as one whose name is in their mind associated with protection and security. Why, Sir, what else have the Chinese in China among their merchant and trade and banking guilds but organizations—and most reliable ones too—that in very great measure are equivalent to Registration or records of Partnerships? They would not, and could not, satisfactorily carry on the trade they do in China without these organizations. Well, Sir, one searches for logical or concrete arguments against Registration of Partnerships, but as far as I know, none of any strength have been disclosed. In recent weeks all I have been able to hear from some of those who are opposed to it has merely been, "Oh, we are quite sure it won't do"; "It cannot be worked"; "You are interfering with the liberty of the merchant and trader"; "You will bring about failures." But it seems to me that in no case have the decriers of the bill got at all away from bare theories or suppositions of their own, or of the advisers whose theories or opinions they have been prevailed on to adopt. I have indicated my belief that the best of our Chinese and Oriental trade community will in time recognize a balance of advantage in the principle of Registration of Partnerships—and will come to see that its advantage will prove as much for themselves as for Western merchants or others. And now I would touch on the attitude and action of the Singapore Chamber of Commerce in this matter. Firstly, I would venture

my opinion that the Chamber of Commerce here has entirely drifted from the position of being representative. Secondly, I would say that while the Directorate of that Chamber professes and claims that it is a Chamber, the raison d'être of which is to guard, cultivate and promote the best interests of the trade of this Settlement, it stands positively stultified in any such profession so long as a majority of its directors are promoters and pillars of support of those shipping and freight combines and conferences that have had and are steadily having the effect of diverting trade from this Colony, of dis-

(Continued on page 7.)

WEAK AND LOW.

WIVES WHO ARE WEARY FIND HEALTH
IN DR. WILLIAMS' PINK PILLS.

Forty-five years of age, and the mother of several children, Mrs. Robinson, of 10 North-street, Esh Wensley, England, found herself confronted by a serious problem. How Dr. Williams' Pink Pills solved that problem and relieved her suffering was told to a *Durham Chronicle* reporter.

"I dare not go out alone," she said, "because of dizzy fits due to indigestion and biliousness. Once when near the fire I reeled with a feeling of dizziness, and narrowly escaped being burnt. I became very nervous and fearful, and torn with constant anxiety about the children."

"My eyesight was weak. I became very frightened, for in addition I could eat practically nothing. When I did eat I suffered pain, followed by severe biliousness. What wonder that I became so low-spirited and weak."

"How did you find a cure, Mrs. Robinson?"
"I had a chat with a neighbour who recommended Dr. Williams' Pink Pills, from which she had benefited. So I began taking the pills. Very soon I improved in health. The dizzy fits and feelings of faintness left me, while I had no more attacks of indigestion and bile. I felt stronger, and in better spirits; in fact, I never looked back, but mended until I was quite cured."

Women tell one another of the help and strength that Dr. Williams' Pink Pills give, which explains the wonderful reputation this medicine has gained among the weaker sex. But these pills are as valuable for men also, seeing they are curing every weak case of anaemia, indigestion, bile, eczema, kidney disease, rheumatism, sciatica, St. Vitus' dance, Paralysis, Locomotor Ataxia, neuralgia, and nervous disturbances in both sexes. Only the genuine—those labelled Dr. Williams' Pink Pills for Pale People—effect these cures, hence substitutes are worse than useless. Sold by most dealers, or direct from Dr. Williams' Medicine Co., Holborn Viaduct, London, post free for 2s. 9d. a bottle, or 13s. 9d. for six bottles.

[119]

Hotels.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELOIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [128]

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

EXCELLENT CUISINE.

WINES AND SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1905. [129]KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [130]

To Let.

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—

JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [147]

TO LET AT THE PEAK.

POSSESSION 1ST MAY, 1906.

"DUNFORD," a Five-roomed Bungalow. Tennis Court.

Apply to—

C. W. RICHARDS.
Hongkong, 17th January, 1906. [133]

TO LET.

NO. 15, KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [73]

TO LET.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

No. 17, WONG-NEI-CHONG ROAD.

No. 5, CLIFTON GARDENS, Conduit Road.

No. 6, CLIFTON GARDENS.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CON-NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 12th January, 1906. [72]

Intimations.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that ANDREW BEATTIE has, on the 15th day of November, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

1.—The representation of a girl's head upon a peacock's feather.

2.—The representation of a blue cock standing on a piece of grass.

In the name of ANDREW BEATTIE, who claims to be the Proprietor thereof.

The Trade Mark No. 1 has been used by the Applicant since about 1903 in respect of the following goods:—

COTTON PIECE GOODS OF ALL KINDS

IN CLASS 24.

The Trade Mark No. 2 is intended to be used by the Applicant forthwith, in respect of the following goods:—

FLOUR, WHEAT, BRAN, BARLEY, MAIZE,

GRAIN AND CORN IN CLASS 42.

Facsimiles of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 22nd day of November, 1905.

DENNIS & BOWLEY,
Solicitors for the Applicant.

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Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CALNE WILTS' England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central, Hongkong.

Hongkong, 19th May, 1905. [65]

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 16th September, 1905. [66]

Intimations.

THE POPULAR
SCOTCH
"BLACK & WHITE"

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [51]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents.—

SIEMSEN & CO.

Hongkong, 14th January, 1905. [62]

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

WHITE WINES.

Graves \$7.00 Per Dozen Quarts.

BOTTLED BY

JULES MERMAN & CIE, BORDEAUX.

Graves \$10.50 Per Dozen Quarts.

Sauternes 10.00 " "

Chateau d'Arche 20.00 " "

BOTTLED BY

EMMEL, DESPUJOL FILS & PICO,

BORDEAUX.

Bordeaux \$14.00 Per Dozen Quarts.

Sauternes 20.00 " "

Chateau Guiraud 29.00 " "

BOTTLED BY

BARRETTO & Co.,

Nos. 21 & 24, Bank Buildings,

Queen's Road Central,

Hongkong, 12th June, 1905. [63]

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO
HIS EXCELLENCY THE
GOVERNOR.

THE
HONGKONG DISPENSARY

IMPORTANT NOTICE.

IN ADDITION TO THE
5 PER CENT. DISCOUNT
ALREADY ADVERTISED,
FURTHER
REDUCTIONS

Have been made from this date IN THE
PRICES of many of the following:—

PATENT MEDICINES,
INFANTS' FOODS,
SOAP, PERFUMES.

WE MAINTAIN THE LARGEST
and MOST COMPLETE STOCKS of
these GOODS in the Colony, and our
Stocks being frequently turned over, ensure
all Goods being FRESH and in the BEST
CONDITION.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS, DRUGGISTS, PERFUMERS,
ETC., ETC., ETC.
ALEXANDRA BUILDINGS,
Hongkong, 20th January, 1906.

BAHADUR
CIGARS.

THE
PREMIER CIGAR

OF
INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 8th July, 1905.

[34-7]

BIRTHS.
On the 3rd January, at Ichang, to Mr. and Mrs. C. E. CARLSON, a son.
On the 17th January, at Shanghai, the wife of Capt. C. STEWART, of a daughter.

DEATH.
At Inverness, Scotland, on the 14th December, J. R. CRADDOCK late of the Raub Australian G. M. Co., Raub, Pahang.

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 22, 1906.

VAGARIES OF THE DOLLAR.

In Hongkong the vagaries of the dollar no longer form the sole topic of conversation. No doubt, when salaries become due, the servant who is established on a sterling basis vividly realises the difference in the amount received to-day compared with the number of dollars handed over a year ago; but even those who risked all on the turn of events, and clung tenaciously to the immutable gold, have sunk into a state of acquiescence in the present rate of exchange. In Singapore, however, the value of the Straits currency in relation to other countries has produced a condition of things which has attracted the attention of the Government. There seems to be a settled idea in the mind of speculators in the Straits that the Government is on the eve of fixing the exchange rate of the dollar. It is difficult to understand what series of circumstances could have led to such a deduction; for it is hardly conceivable that the Government of the Straits Settlements would propose to adopt the gold standard when silver was ricolletting in the extraordinary fashion which has characterised its movements during the past six months. There is no element of stability in the financial situation; experts confess themselves confounded by the unusual trend of silver and its marked effect on silver currency. There is a suggestion that after the Chinese New Year we shall see a drop in silver, but there is no foundation whatever for such a belief, and all the signs are against such an occurrence. Yet, in Singapore, there is a strong feeling prevalent among those interested in the money market, that the Government is seriously considering the advisability of settling the vexed question of fixity of value once and for all. The effect of this belief was reflected in the bank exchange rate, which operated and still operates greatly to the disadvantage of Hongkong. As we pointed out, when our Singapore correspondent telegraphed the gist of Sir John Anderson's remarks at the Straits Legislative Council, nearly a fortnight ago, the course of exchange on Singapore rose from 87 per cent. premium on the 3rd inst., to 151 on the 14th; after His Excellency's speech it dropped to 10 per cent., but it began to rise again, and to-day the quotation is 14 per cent. premium. In other words, a resident in Hongkong who desires to remit a draft for \$100 to Singapore has to pay \$114 for it. Such is the direct result of speculation in Singapore. Sir John Anderson, in emphasising the difficulty that faced the Government in trying to arrive at a fixed value which would be as low as possible, consistent with safety, referred to the peculiar course of the silver market. Six months ago it was 26d.; a fortnight ago it stood at 30d.; to-day the quotation is 30½d. "Under these circumstances," His Excellency said, "it appeared to him that those persons who were speculating on the intentions of the Government were indulging in a very dangerous operation, in which they might very likely burn their fingers." Apparently the speculators hastily came to the same conclusion, for on the day following the Governor's deliverance there was something like a panic on the exchange market; the dollar rate fell from 25.4½d. demand, which was the closing price on the previous day, to 25.3½d. demand, the closing price on the 3rd inst. when the marked rise in the dollar rate began. That was a drop of 1½d. overnight which was almost unprecedented. By noon, however, the market had recovered and at closing time the demand selling rate was 25.4d. The extraordinary fall was attributed to a misinterpretation of Sir John Anderson's remarks, and the recovery followed on a closer scrutiny of his speech. The probability is that the speculators arrived at the idea that the fixity of the dollar had been decided upon by the Government, and that the exchange value would be perceptibly below ruling figures, although in that case the Government would be in the position of coining dollars which were intrinsically more valuable than their face value. The Philippines Government found themselves in such a quandary not very long ago, and had to adopt urgent measures to safeguard themselves and the colonists. Sir John Anderson explicitly stated that he was not in a position to make any statement on the subject, and in the disturbed condition of political affairs in Great Britain it is extremely unlikely that the Straits Government, or any other dependency where the dollar exists as currency, will determine the exchange value until the new Ministry has received its direct mandate from the electors. For many months past, the fluctuating dollar has been a source of trouble and concern to Far Eastern residents—from the tycoon to the humble employe who regards every piece of silver with the eye of a miser—but Hongkong may congratulate itself that it is not in the hands of a group of speculators who seem to be manipulating the market like a gamester with his pawns.

HONGKONG AND WHAMPOA DOCK CO., LD.

THE USUAL DIVIDEND.

AN AGREEABLE SURPRISE.

For some time, past considerable speculation had been indulged in as to the probable amount of dividend the Hongkong and Whampoa Dock Co. would be capable of paying in respect of the working for the second half of last year. We are pleased to be in a position to state that the same dividend as for the corresponding period of 1905 will be paid by the directors, who will recommend at the forthcoming meeting a dividend of 12½% per share, and carry forward about \$350,000.

LOCAL AND GENERAL.

It is expected that the transportation of the Russian prisoners will be completed by the 8th of February.

The N.C.D. News says that two torpedo-boats have been ordered to cruise between Mokpo and Gensan, in consequence of the frequent cases of piracy.

The total output of Kaiping coal from the Chinese Engineering and Mining Company's three mines for the week ending 6th January, 1906, amounted to 20,218 tons and the sales during the same period to 18,129 tons.

Two of the engineers appointed to superintend the construction of the Shanghai tramways have arrived and the work is expected to be put in hand at once. The gentlemen's names are Messrs. Jamieson and Hamilton.

MARQUIS SAIONJI, receiving the representative members of the two Houses on the 17th inst., urged a continuance of national unity in dealing with the post-bellum programme, and announced that the next budget to be adopted would be that compiled by Count Katsura.

In spite of the failure of the crops in north-eastern Japan, it is stated that 1,250,000 bags of rice were stored at Fukagawa, Tokyo, on December 31st, 1905. Of this quantity, 80 per cent. was surplus from the plentiful crops of 1903 and 1904, and the remainder was last year's rice.

FOR giving an order of "bury up" to one of his folk, a foreman employed on board a coal junk had to be removed to hospital on Sunday. The coolie on being told to "bury up" picked up a lump of coal and struck the foreman over the left eye, making a nasty gash. Mr. Melbourne fined the coolie \$10 this morning, \$5 of the fine to go to the injured man as compensation.

The Chinese Authorities at Shanghai have decided to build a new gaol for the International Mixed Court, and it is estimated that the sum of Tls. 500,000 will be required for the construction of this and other buildings connected with the Mixed Court. To meet this, Viceroy Chou Fu has obtained the sanction of the Throne to impose an additional tax of ten taels cents on every shih (166 catties) of rice sold in this part of Kiangsu.

A VERY interesting incident occurred at the distribution of prizes to the successful students at Queen's College to-day. When Mr. Pang Kwok Sui came forward to receive the Morrison Scholarship, which he had won, Dr. Bateson Wright remarked to His Excellency:—"This is the son of a gentleman who himself won the Morrison Scholarship in 1883, and we trust that there will be many more scholarships won by sons of the same family"—(applause).

THREE important projects are contemplated for the improvement of Fusan. A new Custom House is to be built on reclaimed land, to be used solely for the goods carried by the Seoul-Fusan Railway; the coasting trade will continue to be transacted in the present building. A new terminus of the Seoul-Fusan Railway is to be built near the harbour and the line extended accordingly. The reclamation work is to be proceeded with in order to provide ground for the new Customs House and railway station.

THIS morning at the Supreme Court, His Honour, Sir Francis Pigott, Chief Justice, sitting in Original Jurisdiction, Mr. E. H. Sharp, K.C., instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, introduced Mr. Ernest Philip Henry Lang and applied to His Honour for his admission to practice as a solicitor and notary of the Honourable Court. Mr. Sharp said that the papers were before His Honour, and from them it would be seen that Mr. Lang had served his articles with a firm of solicitors in Monmouthshire, and now came to this Colony to join the firm of Messrs. Deacon, Looker and Deacon. His Honour said he had looked through the papers of Mr. Lang and found them all in order, and in admitting him to practice he wished him every success in his profession, and hoped that his career would justify the confidence now reposed in him.

COLLISION IN THE HARBOUR.

MASTERS' CERTIFICATES SUSPENDED.

At the Harbour-master's office this morning, Mr. Basil Taylor, assistant harbour master, held an inquiry into the circumstances connected with the collision between the steam launch *America*, Chan Yung master, and the steam launch *Polar Star*, Tsang Kiu master, which occurred on the 16th instant. Evidence was led, and in summing up Mr. Basil Taylor held that both coxswains were in fault. Chang Yung, when he saw the collision was inevitable, took no steps to avoid it. His certificate is suspended for three months. Tsang Kiu shaved too close to the bows of the *Yuen Sang* for which there was no reason. His certificate will be suspended for two months.

ASSOCIATION FOOTBALL.

H.M.S. "VIRAGO" vs. H.M.S. "WATERWITCH."

The above match was played on the Naval football ground at Happy Valley, on Saturday afternoon. When the leather was set a-going, a strong wind blew in favour of the *Waterwitch*, but notwithstanding this advantage they could do nothing to keep off the *Virago*. At half-time the *Virago* were leading by two to nil. The *Virago* continued their dashing play in the second half, while their opponents were, for most of the time, defending their citadel. The *Virago* won by four goals to love.

H.K. CLUB vs. Y.M.C.A.

There was a very large attendance on the Club ground, at Happy Valley, on Saturday, when this match was played. Soon after kicking off the Y.M.C.A. secured a goal, and during the first half the Club failed to equalise. In the second half, play was very open for a while, and the Club pressing seemed to tell. They managed to score two goals in this half. Result: Club 2; Y.M.C.A. 1.

PRINCE ARTHUR'S VISIT.

HONGKONG vs. SINGAPORE METHODS.

A CURIOUS CONTRAST.

The Committee in charge of the arrangements in Hongkong for the reception of H.R.H. Prince Arthur of Connaught completed the official programme some time ago, but the character of the preparations is being as carefully guarded as the royal regalia. Not a word is allowed to be given to the Press on the subject, and this, according to one of the members of the Reception Committee, "by order of the Governor." It is curious to note that such jealous secrecy has not marked the conduct of the official world in other places where His Royal Highness has decided to land. The authorities there have failed to realise that it is their duty to keep the public on the tip-toe of expectation, to provide them with a conundrum which will only be answered when the Prince and suite arrive at Hongkong. Indeed, so foolish have these functionaries been in Singapore, that they actually allowed the newspapers to publish the reception programme on the 13th inst.—nine days ago. The consequence is that anticipation has lost its relish for Singaporeans—or, at any rate, that would be the view adopted by the Reception Committee here. All that people in Hongkong have been told is, that there will be a procession of some sort, a feature of the proceedings which would never have been dreamt of by the unsophisticated dwellers in the world's premier port. The Peak residents received, as usual, advance news; they were invited to co-operate with the Reception Committee in making the reception a success by sticking red lights in their windows; and the Peak, being a Government preserve, will loyally do its duty. Arches are being erected in the open light of day in various quarters, but with these the Reception Committee have nothing to do. Indeed, these triumphal arches are, in a manner, ostracised; they are unofficial; they are not stamped and registered; they have no red-tape bands round them; no reams of foolscap have been disfigured in an attempt to call them by some other name than arches. In fact the triumphal arches are the spontaneous expression of loyalty and good feeling which animate the Chinese community towards His Royal Highness. Being unofficial, however, they do not appear on the official programme; but we should think the red candles in the windows of houses at the Peak will fill an honoured niche in the night's proceedings, and one can readily comprehend the wonderment which will fill the breast of Prince Arthur when he views—after careful explanations by some high member of the official class—the amazing illumination of the Peak. We know that there will be a procession and a visit to the Ko Shing theatre; that there will be a ball, and receptions galore, but the real official and authorised programme is locked up in the archives of the Colony. At first there was an intention to publish the programme; then it was decided not to give it out until it had been approved by His Royal Highness. Presumably it has been approved, so that the Reception Committee, driven to conceal its purport till the very latest and last moment, have hit upon the device of blaming His Excellency the Governor for refusing to grant permission to make the programme public. Perhaps they think that the announcement of the route which will be taken by Prince Arthur on landing would create an uproar in the city, and send people flocking to take up positions days beforehand, so that they might ensure themselves a clear view of the march past. The people in Singapore would therefore seem to be a lethargic lot, who must be stirred to excitement by the publication of the official programme. At any rate, they know what is to happen, which is more than the people Hongkong can say. The programme as published in the *Straits Times* is as follows:

10.30 a.m. Land at Johnston's Pier.
Day Fireworks in Harbour.
Drive to Government House.
Reception of Malay Sultans at Government House.
Afternoon. Motor car drive round Singapore.
7.30 p.m. Official dinner at Government House.
9.0 p.m. Reception at Government House.
10.0 p.m. Chinese Procession through Government House Domain; Japanese Fireworks on the Race Course.

TURF TOPICS.

Monday, Jan. 22.
On Sunday morning, at about nine o'clock, on the training track, Mr. H. J. Craig's three China ponies, which arrived here some days ago, by the s.s. *Shoo-shing*, from Shanghai, were tried. The animals moved well, and I append the times "clocked":—

Cardas was sent the three-quarters of a mile distance, which he covered in 35.1.10, 1.42. The spotted derby griffin negotiated the same distance in 34.1.10, 1.42. The derby grey griffin was also tried the same distance, but from the times ticked did not approach the above two. 41.1.18, 1.51.25. Mr. H. J. Craig's subscription griffin, one mile and a half, 40.1.16, 1.50.23, 3.01.1, 3.38.1.

The last racing pony from Shanghai for Hongkong arrived here on Sunday morning, by the Indo-China steamer *Chay Sang*, and was taken to the Horse Repository. This pony, a dun, Blue Nile by name, carried at the last race meeting at the North, and raced off the King Cup on the off-day, with Laurence in the piskin. I hear he is now the property of a naval officer.

THE ENTRIES.

The entries closed on Saturday evening, but so far no copy of the official programme has yet been issued, although it is believed that every effort is being exerted by the responsible officials to have the list in circulation as early as possible. As far as I have been able to gather in sporting circles, some fifteen or sixteen contestants have been entered for the blue ribbon of the meeting. The representatives of the *Rialto* will have a keen struggle with a couple of pair-reach. If the *Napoleon* is to be triumphant he will merit the trophy, and general George means business with his *Four Kings* in hand, which have cost him a pretty handsome figure in the aggregate.

THE RIDING BOY.

STRANDING OF THE "CAO BANG."

SAVAGE INSPECTORS' REPORT.

FAVOURABLE PROSPECTS OF REFLOATING THE VESSEL.

The steamship *City of Birmingham*, which was engaged by the Hongkong Salvage Syndicate, under instructions from Mr. Champeaux, agent for the Messageries Maritimes Company, to visit the steamer *Cao Bang*, wrecked on Pulo Canton, and to report as to the possibility of salvaging the vessel, returned to Hongkong this forenoon, after an absence of about ten days. When the *City of Birmingham* left Hongkong, there were on board a number of gentlemen, including Mr. Jameson, who have had experience in salvage operations. The object of the visit to the *Cao Bang* was solely to inspect the vessel, discover the extent of the damages done to the hull, and to arrive at the conclusion whether the vessel was worth the costly experiment of endeavouring to get her off the rocks. There were no salvaging materials on the *City of Birmingham*; the journey was purely one of inspection. From Hongkong to Pulo Canton occupied two and a half days, the monsoon being very strong. On arriving at the scene of the wreck it was found that the *Cao Bang* was piled up on a coral reef, not a quarter of a mile distant from the lighthouse. She was lying at an angle of 21 degrees—not 30 as the first telegram stated—and the waves were breaking over her stern. An effort was made to board the *Cao Bang*, but the sea was so rough and the passage so hazardous that it was decided to wait until the weather moderated. On shore were a number of those who had formed the crew of the *Cao Bang*. They stated that their vessel had been travelling along slowly through a dense fog, when without the slightest warning they struck the reef. An effort was made to get the vessel off, but it failed. There were a number of passengers on board, and when the fog lifted they were taken ashore. Assistance was obtained from a passing steamer, and the passengers and part of the crew were conveyed to Haiphong. When the *City of Birmingham* hove in sight, the survivors were not at all hopeful as to the ultimate fate of the vessel. After lying off the *Cao Bang* for a day, the heavy swell subsided sufficiently to allow several members of the investigating party to board the vessel. An extensive and complete examination was made of the ship. It was found that the propeller had gone, along with the stern post and a section of the after-part. Owing to the fact that the vessel was lying on her side, and subjected to every roll of the waves, the engines had been dislodged and were swaying with every heave of the ship. There was a considerable depth of water in the after hold, but so far as could be ascertained no material damage had been sustained by the hull of the *Cao Bang*. The fore part was lying high and dry; here again the party made a strict examination of the damage and, after comparing notes, all were agreed the *Cao Bang* could be refloated. The *City of Birmingham* remained in the vicinity of the stranded vessel for some time later, but no opportunity offered for again examining the vessel, and accordingly the salvage inspectors returned to Hongkong. It is definitely stated that the hull is intact, that there is nothing to prevent the successful salvaging of the ship, if good weather is experienced. On the return journey, an estimate of the cost of salvaging, repairing and refitting the *Cao Bang* was drawn up. It is believed that the *Cao Bang* can be put into seaworthy condition again at an expenditure of £80,000. It will be necessary, in the first place, to remove the engines; then the hull can be patched up temporarily, so that she can be towed to Hongkong. The salvage party was extremely sanguine as to the refloating of the vessel.

The *Cao Bang* is only three years old. She was built for the Compagnie Nationale, and three years ago was purchased by the Messageries Maritimes at a cost of three million francs, or, roughly, £120,000. Telegrams have been sent to the Messageries Maritimes Co's head office in Paris reporting the result of the inspection, and a reply is now awaited. It is confidently expected that the reply will instruct the agent here to proceed with the salvaging of the vessel, and, in that case, the Hongkong Salvage Syndicate, with Sir Paul Chater at its head, will, in all probability, undertake the task.

DEATH OF CAPTAIN BIGNALL.

We regret to have to record the death of Captain Bignall, master of the steamship *Nan-shan* which occurred yesterday, under the saddest and most pathetic circumstances. Yesterday forenoon, after attending church, Captain Bignall complained of feeling unwell, and although every attention was given, he expired at 10 o'clock last night. What adds to the poignancy of the event is the fact that Captain Bignall had only been three weeks married, and had only returned four days ago from his honeymoon. It appears that Captain Bignall, who had been in the employment of Messrs. Bradley & Co. for many years, was married in Hongkong, on the 28th December, to an Australian lady. Yesterday, accompanied by his wife, he attended church, but later in the day, on returning to his residence, 30 Leighton Hill Road, he had a serious attack of vomiting. Medical assistance was obtained, but Captain Bignall never recovered. This morning, the body was removed to the mortuary, where a post mortem examination was held. Death, it is stated, was due to apoplexy. The deepest sympathy will be extended to the distressed widow in her bereavement. Captain Bignall was well and favourably known on the China coast, and his death will come as a shock to his many friends and acquaintances.

CORRESPONDENCE.

CANTON LEPER FUND.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Dear Sir,—Please acknowledge the following to the Canton Leper Fund and oblige.—Yours truly,

ANDREW DEATTIE.
A Friend, Canton Chinese Christian Church, Yau Ma Tei, Hongkong.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

PHENOMENAL FLOODS.

HUNDREDS HOMELESS IN JAVA.

RECORD INUNDATIONS—RELIEF FUNDS STARTED.

[From Our Own Correspondent.]

Singapore, 22nd January, 10.45 a.m.

The floods in Java continue unabated. An immense expanse of country is now under water, and there is no sign of the weather moderating.

The large district between Samarang and Joana is entirely inundated.

Hundreds of people in that district are in the direst distress. They are homeless and famished, having had their crops completely destroyed, while they can find no means of subsistence until the floods subside.

The Netherlands Government, recognising the seriousness of the situation, have started a Relief Fund to meet the immediate wants of the inhabitants.

The floods this year are the highest and most destructive that have been recorded since 1891.

SANITARY BOARD ELECTION.

MESSRS. A. SHELTON HOOPER AND H. HUMPHREYS RETURNED UNOPPOSED.

The election of two representatives on the Sanitary Board to fill the vacancies created by the resignation of Mr. H. E. Pollock, K.C., and Ahmet Rumjahn took place in St. Andrew's Hall at 4 o'clock this afternoon. Mr. Arathion Seth, Registrar of the Supreme Court, was Returning Officer and he was accompanied by Mr. Lee-Jones, Assistant Registrar, and Mr. F. Howell, Chief Bailiff. There was a very small attendance of ratepayers when 4 o'clock struck.

The Returning Officer said—For the two vacancies on the Sanitary Board, Mr. Shelton Hooper has been proposed by Mr. E. H. Sharp, K.C., and seconded by Mr. E. W. Mitchell; Mr. Henry Humphreys has been proposed by Mr. D. R. Law and seconded by Mr. F. Maitland.

No other candidates came forward, although the Returning Officer allowed an interval of fifteen minutes to elapse.

Mr. Seth thereupon remarked—Mr. A. Shelton Hooper and Mr. Henry Humphreys having been proposed and seconded as candidates for the vacancies on the Sanitary Board, and no other candidates having been proposed, we will now proceed to take the vote by ballot.

The balloting papers were issued and those present recorded their votes. In five minutes there was nobody in St. Andrew's Hall except the Returning Officer, his assistants and scrutineers, and a representative of the press.

The ballot had to remain open for two hours in order to comply with the law, but we may take it for granted that Messrs. Shelton Hooper and Henry Humphreys were returned unopposed.

LAND SALES.

This afternoon at the Office of the Public Works Department the letting by public auction was held, by order of His Excellency the Governor, of two landed properties. The first was one lot of Crown land situated in Austin Road, Kowloon, for a term of 75 years, with the option of renewal, registered as Kowloon inland lot No. 1171, containing 19,933 square feet, and subject to an annual Crown rent of \$152, for which the upset price was \$5,710.

The second lot was situated in Bowen Road, and registered as Hongkong inland lot No. 1755 containing 5,000 square feet, and carrying an annual Crown rent of \$34. The upset price was \$1,750.

The property in Bowen Road was knocked down to Mr. Yeung Sai Ngau for \$1,270, or \$10 above upset price, and the Kowloon lot to Mr. F. Blunck for \$10,700.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kumsang*) 23rd inst.
English (*Delhi*) 25th inst. 8 a.m.
German (*Zieten*) 31st inst.
Indian (*Lahore*) 3rd prox.
Australian (*Eastern*) 3rd prox.
Australian (*Tilman*) 5th prox.

The s.s. *Malaya* from Shanghai is due here on Wednesday, a.m.

The s.s. *Kyriema* left Singapore on Saturday, p.m., and may be expected here on 29th or 28th inst.

The P. & O. S. N. Co's s.s. *Delhi* left Singapore for this port on 20th inst., at 6 p.m., with the outward English Mails, and is due here on 25th inst., at 8 a.m.

The Imperial German Mail s.s. *Zieten*, carrying the German Mails with dates from Berlin of the 2nd inst., left Colombo on Saturday, p.m., and may be expected here on 31st inst.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	30th January.
GLASGOW and LIVERPOOL	"PELEUS"	6th February.
GLASGOW and LIVERPOOL	"ALCINOUS"	13th "
GLASGOW and LIVERPOOL	"LERTES"	20th "
GLASGOW and LIVERPOOL	"YANGTSE"	27th "
GLASGOW and LIVERPOOL	"DIOMED"	3rd March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	10th "
GLASGOW and LIVERPOOL	"TRENKAI"	17th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"SENIOR"	30th January.
AMSTERDAM, LONDON & ANTWERP	"PATROCLOS"	6th February.
GENOA, MARSEILLES & L'POOL	"ANTENOR"	13th "
AMSTERDAM, LONDON & ANTWERP	"SAINT BEDE"	20th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	24th February.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGTUEY"	25th January.
	"OANFA"	26th February.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd January, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	23rd January.
SHANGHAI	"YOOHOU"	23rd "
CEBU and ILOILO	"KAIFONG"	30th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, SYDNEY and MELBOURNE	"TAIYUAN"	1st February.

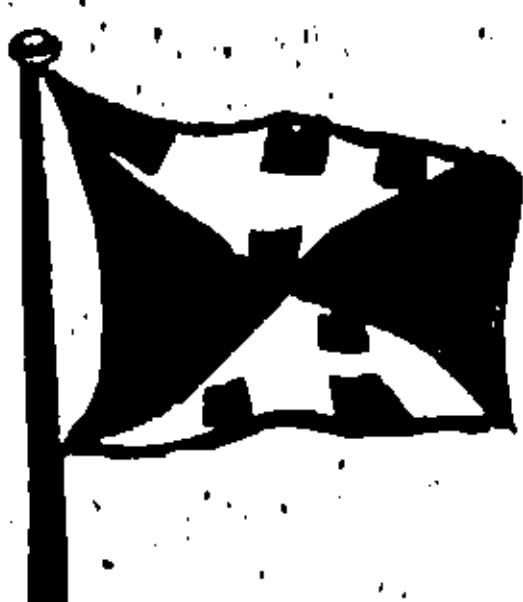
* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd January, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 27th Jan., at 4 P.M.
RUNI	2540	R. Almond	"	SATURDAY, 3rd Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 20th January, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Date
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 20th May, 1905.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 19th September, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$4; Return, \$5; 3rd Class, Single,
50 cents; Return, 75 cents; Steerage, 10 cents.
Breakfast, Timon and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$5
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG CO.
Hongkong, 22nd January, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	T. R. MEAD.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4
Meals \$5 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 3, Queen's Road West.
Hongkong, 23rd August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"TINGSANG"	TUESDAY, 23rd Jan., 4 P.M.
MANILA	"LOONGSANG"	WEDNESDAY, 24th Jan., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	WEDNESDAY, 31st Jan., 3 P.M.

† Taking Cargo on through Bills of Lading to Chafon and Yangtze Ports.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd January, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,481	Melanthin	January 31st.
"ARAGONIA"	5,198	Ernst	"
"NICOMEDIA"	4,370	Wagemann	"
"NUMANTIA"	4,370	Feldmann	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR

MARSEILLES, HAVRE, ANTWERP
(DIRECT).

Taking Cargo to LONDON with prompt trans-
shipment at Marseilles.

Calling at MANILA, SINGAPORE, PENANG and
COLOMBO.

THE Company's Steamship

"KOUANG-SI,"

Captain Barillon, will be despatched as above,
on or about the 6th February, 1906.

This Steamer has Accommodation for Pas-
sengers and carries a duly qualified Doctor.

For Information as to Passage and Freight,
apply to

G. DE CHAMPEAUX,
Agent.

Queen's Building,
Hongkong, 26th December, 1905. (1289-K)

FOR SINGAPORE, PENANG, COLOMBO,
PORT SAID AND SUEZ.

(If sufficient inducement offers).

THE Steamship

"RHENANIA,"

Captain Forck, will be despatched for the above
Ports on or about the 10th February.

The Steamer has splendid accommodation for
Passengers and carries a duly qualified
Doctor and Stewardess.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 19th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG, FOR

VICTORIA, B.C. AND TACOMA,

via

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing

Shawmut 9,666 E. V. Roberts 29th Jan.

Hyades 3,751 J. Alwen 10th Feb.

Tremont 9,666 T. W. Gardick 20th Feb.

Lyra 4,417 G. V. Williams

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Building,
Hongkong, 22nd January, 1906.

(12)

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About

"PATHAN" 27th January.

"ST. GEORGE" 15th February.

"SHIMOSA" to follow.

For Freight and further information, apply
to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 22nd January, 1906.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the
above Ports, TO-MORROW, the 23rd instant,
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 22nd January, 1906.

(140)

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"SALAZIE,"

Captain Alland, will be despatched as above,
on or about TUESDAY, the 23rd instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 16th January, 1906.

(11)

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN,"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Goods not cleared by the 25th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the goods
have left the Godowns.

E. A. HRWETT,
Superintendent.

Hongkong, 18th January, 1906.

(4)

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SAMBIA,"

Captain Ehlers, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.

No Claims will be admitted after the goods
have left the Godowns, and all Goods remaining
undelivered after the 24th January, 1906, will be
subject to rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 24th January, 1906, at 10 A.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 18th January, 1906.

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"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ERROLL,"

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 25th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 17th January, 1906.

(134)

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, &c.

THE Steamship

"GLENSTRAE"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

PARTNERSHIPS REGISTRATION.

(Continued from page 3)

placing the British flag from our harbours, of promoting a preponderance of foreign flags in our carrying trade, debarring, in effect British ships from coming here, of bleeding the British merchant and others and our trade generally by a system of secret commissions on which most of the Chamber's directors are content to wax fat, regardless of everything else except their own pockets. My point arising out of this is, that among the nineteen members of the Chamber of Commerce who have moved against this Bill are a number of persons who are of those I have just referred to. In the most barefaced manner because of self-interest, or the interests of the firms they represent, they refuse to move to eliminate a disease that is steadily eating into the very heart of our trade, and yet they would now stand up and say to this community: "We, who with single mind have deeply at heart the best and truest interests and promotion of the trade of this Settlement and whose whole aim is to see that trade encouraged and brought into a more flourishing state, tell you that registration of Partnerships should not be permitted." For the opinions of men who stand thus stultified in their professions, or in what ought to be their professions, I would not give the proverbial fig. And even if the enactment and operation of legislation such as is now before us will have the effect—although I doubt it—of bringing some of these gentlemen into a state of commercial decline, why, I don't think that the Colony and its trade would exactly close its doors for business. In might even come into an era of better health. The Singapore Chamber of Commerce travelling, I believe, towards an end of decay, has once more failed to see the course in which its true and unbiased duty lay, or to adopt a policy out which it might have afforded valuable service and aid in this matter. Here is a measure, the main principle of which was once, stoutly advocated by the Singapore Chamber of Commerce; it is after careful consideration advocated by Government, it is warmly supported by the Penang Chamber of Commerce, by all bankers, and by a very important section of our mercantile and trade community. And in the face of this what does the Singapore Chamber do? Instead of examining into the real reasons that underlie the Chamber's change of opinion, instead of a policy of close and careful investigation, of analysing the measure, of pointing out wherein some details of the measure might be for good, and wherein lie its defects and the exact why and wherefore of these, and instead of endeavouring to explain to and educate our merchants and traders in even the theoretical if not the practical advantages of registration of Partnerships, well in place of some attempt at these rational methods, what has this Chamber of Commerce done? It has done its very best—some of its members have even canvassed—to create dissension among the community on this matter, and to set the community against Government. What can be the value here of a Chamber led and guided to act thus? All its meeting it has even been urged that no Government finger should be allowed in any mercantile pie. This is perhaps a wish natural to some of the members of the Chamber; doubtless some of its directors would be pleased to even run the Government of the Colony for themselves, and for individual interest. A study of the speeches at the Chamber of Commerce by the gentlemen who raised their voice against this Bill would lead one to think that in their opinion it was chiefly their capital that enabled the trade of this Colony to revolve, and that it was chiefly they who did the trade. I am referring to those who do a general merchant's overture, and who buy and sell on credit. Why, not only is their capital a fractional part of what is required to carry on the great trade of this place, but it never seems to have occurred to them that by for the greater part of our trade—even though it be handled by merchant as intermediaries—is carried on, and only can be carried on by reason of the financial aid and accommodation of those large banking establishments that are happily established in our midst. So the voice of the backers on this question is one that cannot be lightly put aside. If one is to judge by the newspaper reports of a recent Chamber of Commerce meeting, convened to especially consider this Bill, the Bankruptcy Department is one that is not much thought of by some members of the Chamber, but the Official Assignee in Bankruptcy may never take union to his soul in that the Chamber of Commerce is far from standing for everybody. Government is responsible for the Bankruptcy Department; the nature of its work is such that it is bound to be a Government officer with certain special qualifications and of keen discrimination, indeed a good Official Assignee in Bankruptcy has to be one of the best men of the service, and even then he is in a position that carries much unpleasantness with it, while probably the earning of any gratitude from the persons for whom he serves is an impossibility. Over years past we have had it from one Official Assignee after another, and from gentlemen on the bench, and from merchants too, that registration of Partnerships should greatly help in attaining more satisfactory administration of the Bankruptcy department. But we hardly need to be told that we know too that there must arise occasions wherein a measure of this kind must come into operation of the Bankruptcy ordinance. My point, Sir, is that the Official Assignee's experiences and his voice and recommendations in this matter are entitled to very great weight, and to most serious consideration by Government. Bankruptcy is a condition that we all wish to see less of in the Colony. But the evil will always to some extent be among us, and I think one of the arguments in favour of the principle of this Bill is that Government has a duty to fulfil in aiding the Official Assignee in Bankruptcy to carry out his functions more thoroughly than he now does: himself able to do. The Bill is one which, with the reservation that some more or less radical alterations will have to be introduced in Committee, or by a Select Committee, I will in its principle support. One among other important amendments or provisions will be necessary, viz. to exclude from its operation those classes or professions or trades as there is no necessity to bring within its scope; and this I anticipate can be devised. There is also the operation of certain disability clauses, which I think should be left open for further consideration.

COMMERCIAL.

TODAY'S EXCHANGE.

London—Bank T.T.	100/0
Do demand	2,00/0
Do 4 months' sight	2,00/0
France—Bank T.T.	2,50/0
Do demand	2,50/0
Do 4 months' sight	2,50/0
India—Bank T.T.	2,00/0
Do demand	2,00/0
Do 4 months' sight	2,00/0
Shanghai—Bank T.T.	1,100/0
Do demand	1,100/0
Do 4 months' sight	1,100/0
Singapore T.T.	14 1/2 prem.
Spain—Bank T.T.	1,100/0
Do demand	1,100/0
Do 4 months' sight	1,100/0

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
India New	Per picul 1,050/0, 1,050/0
Old	1,050/0, 1,050/0
Older	1,050/0, 1,050/0
Oldest	1,050/0, 1,050/0
Persian (Paper)	1,050/0, 1,050/0

Shipping.

Arrivals.	Departures.
Ceylon, Br. s.s. 2,637, C. F. Lockstone, 20th Jan., London 10th Dec. and Singapore 14th Jan., Gen.—P. & O. S. N. Co.	Hong Kong, Br. s.s. 2,056, H. Peters, 20th Jan., Penang 10th Jan., Singapore 14th Jan., Gen.—J. & K. Seng.
Empire, Br. s.s. 2,813, P. T. Helms, 21st Jan., London 10th Dec. and Singapore 14th Jan., Gen.—P. & O. S. N. Co.	Hong Kong, Br. s.s. 2,813, P. T. Helms, 21st Jan., Penang 10th Jan., Singapore 14th Jan., Gen.—J. & K. Seng.
Anping, Maru, Jap. s.s. 1,052, N. Kuyayashi, 21st Jan., Shanghai via Ports and Swatow 20th Jan., Gen.—O. S. K.	Yochow, Br. s.s. 1,052, N. Kuyayashi, 21st Jan., Shanghai via Ports and Swatow 20th Jan., Gen.—O. S. K.
Yochow, Br. s.s. 1,052, N. Kuyayashi, 21st Jan., Shanghai via Ports and Swatow 20th Jan., Gen.—O. S. K.	Yochow, Br. s.s. 1,052, N. Kuyayashi, 21st Jan., Shanghai via Ports and Swatow 20th Jan., Gen.—O. S. K.
Yochow, Br. s.s. 1,052, N. Kuyayashi, 21st Jan., Shanghai via Ports and Swatow 20th Jan., Gen.—O. S. K.	Yochow, Br. s.s. 1,052, N. Kuyayashi, 21st Jan., Shanghai via Ports and Swatow 20th Jan., Gen.—O. S. K.

Clearances at the Harbour Office.

Clearances at the Harbour Office.
Lucia, for Macao.
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Lucia, for Macao.

Passengers arrived.

Passengers arrived.
Per Hongkong, from Singapore—200 Chinese.
Per Yenchow, from Shanghai—Capt. Somerville.
Per Longkong, from Manila—Mrs. G. McDermott and child, Mr. and Mrs. A. Weingarten and 2 children, and Mr. F. McGeorge.
Per Ceylon, from Hongkong from London—Mr. W. H. Wilson, from Penang—Mr. C. W. E. Cheneaux and native servant. For Shanghai, from Singapore—Messrs. E. H. Impson and G. F. Flinnigan.
Per Hongkong, from Japan—Messrs. J. C. Fletcher, H. P. Lawson, M. P. Anderson, J. R. Geary, Mrs. W. T. Page, Messrs. J. H. Page, E. Sayer, S. H. Matsumoto, Wong Ho Yee, 3 Japanese, and 1 Chinese.
Per Hainan, from Coast Ports—Messrs. Tuxford, Bertrand, Wedd, Misses Searle, Waney, Mrs. Ling, Messrs. Chanichis, Tychuaco, Souman, Choy Tse Choon, Kit Su, and 2 Masters Tang Chi Tong, and 60 Chinese.
Per Empire, from Manila—Mrs. G. Garry, 3 children and smah, Mr. Correa, Mr. Fritz, Dr. and Mrs. Rykate, Misses C. and G. Hamilton, Mr. and Mrs. Kirby, 2 children and maid, Mr. A. J. Broughton, Mr. and Mrs. V. Soppell, Mr. D. Grant, Mrs. Longworth, Miss Paul, and Mr. Fonseca.
Per China, from Kobe—Mr. A. Zizeamisl.

Passengers departed.

Passengers departed.
Per Prussia, for Shanghai—Messrs. B. Siebs, Yao Ping In, C. M. Anderson, R. C. Heslop, Jacks, C. Puschoo, Bamjee, Wadia, Mrs. Thomas, and Mr. A. M. Gutierrez. For Nagasaki—Mr. and Mrs. P. Womand, Messrs. S. Takahashi, S. Maoka, S. Sawayama, Kobo Barada, H. Fugita and Nishigori. For Kobe—Messrs. A. Petersen, Gumprecht, Messrs. M. Ino, Y. Koo, F. Chubao, C. Iakow, C. Bakwa, Nanno and Tanabara. For Yokohama—Mr. and Mrs. E. Tjegel, and Miss Herby.

Shipping Report.

Str. Longkong from Manila—Strong NE. monsoon, rough sea.

Str. Hong Hie from Penang—Strong NE. monsoon from Straits to port.

Str. Halmu from Coast Ports—Fresh NE. monsoon, high sea, dull and overcast.

Str. Zafiro from Manila—Heavy beam sea, with strong NE. gale till 3 p.m. on 21st instant, then moderating till arrival.

Str. Choyang from Shanghai—Experienced light airs and hazy weather at mouth of Yangtze, from thence moderate to strong monsoon, and clear weather as far as Swatow, from thence to port strong ENE. wind, and overcast cloudy weather.

Str. Empire from Japan—Leaving Yokohama on 13th inst. and Kobe on 16th, encountering strong NW'ly winds and high seas on the Japanese coast; fine weather with E'ly winds and a moderate sea was met with across the China Sea till off the China coast, when a moderate NW'ly gale set in with a heavy S'ly sea; when off Tung Yung the wind veered to the NE, from there to port a strong monsoon with a high following sea was experienced, reaching that port on 21st.

Vessels in Port.

Amigo, Ger. s.s. 822, I. Iversen, 19th Jan., Haiphong 14th Jan., and Hongkong 17th, Rice and Gen.—J. & K. Seng.

Athenian, Br. s.s. 2,240, S. Robinson, R.M.R., 12th Jan., Vancouver, B.C., 11th Dec., and Shanghai 8th Jan., Gen.—C. P. R. Co.

Hoover, Br. s.s. 2,578, R. Girding, 16th Jan., Newcastle, N.S.W. 23rd Dec., 1905, Coal—Orler.

Cambyes, Br. s.s. 2,045, F. Simmons, 17th Jan., Moji 11th Jan., Coal—B. & Co.

Chow, Br. s.s. 1,052, J. Spieren, 20th Jan., Hong Kong 12th Jan., and Swatow 19th, Rice and Teak—Wood, B. & S.

Dr. Hans Jürg Kier, Nor. s.s. 691, H. E. Larsen, 19th Dec., Hilo 14th Dec., Sugar—Angard & Thoresen Co.

Emma Luyken, Ger. s.s. 1,160, G. Cornado, 1st Jan., Canton 31st Dec., Coal—Orler.

Empress of India, Br. s.s. 3,032, E. Beetham, R.M.R., 18th Jan., Vancouver, B.C. 26th Dec., and Shanghai 15th Jan., Mails and Gen.—C. P. R. Co.

Fernandez Hermanos, Am. s.s. 481, 3rd Jan., Manila 30th Dec., Gen.—G. L. & Co.

Nikosan Maru, Jap. s.s. 3,912, P. Mori, 11th Jan., from Kuchinozu, Coal—M. B. K.

Hydra, Br. s.s. 2,624, J. B. Kenn, 16th Jan., Moji 10th Jan., Coal—B. & Co.

Lneres, Br. s.s. 1,340, J. R. Jackson, 13th Jan., Saigon 8th Jan., Mail and Gen.—Chinese.

Lightning, Br. s.s. 2,221, J. G. Spence, 18th Jan., Calcutta 31st Dec., Penang and Singapore 12th Jan., Gen.—D. S. & Co., Ltd.

Manchuria, Am. s.s. 8,750, J. W. Saunders, 18th Jan., San Francisco 16th Dec., and Shanghai 16th Jan., Mails and Gen.—P. M. S. Co.

Taming, Br. s.s. 1,350, A. W. Outerbridge, 19th Jan., Manila 6th Jan., Sugar—B. & S.

Tingang, Br. s.s. 1,045, J. M. Smith, 20th Jan., Canton 19th Jan., Gen.—J. M. & Co.

Wongkoi, Ger. s.s. 1,117, W. Reher, 19th Jan., Bangkok 11th Jan., Rice and Fish—H. & S.

SAILING YAKS.

Otra, Nor. ship, 1,199, E. Refines, 24th Dec., Fremantle 18th Oct., Sandalwood—S. & Co.

Rose, Br. sq. 822, Wright, 10th Nov., West Australia 4th Aug., Sandalwood—S. & Co.

Simla, Br. 4-masted sq. 2,087, Casson, 13th Dec., Cardiff 4th July, Patent Fuel—Naval Yard.

Steamers Expected.

Vessels From Antwerp Due

Salazie, Saigon, M. M. & Co., Jan. 23

Kunwang, Singapore, J. M. & Co., Jan. 23

Austria, Singapore, S. W. & Co., Jan. 23

Bharmat, Shanghai, D. & Co., Jan. 21

Delhi, Singapore, P. & O. Co., Jan. 25

Tientsin, Vancouver, C. P. R. Co., Jan. 29

Tientsin, Japan, P. M. Co., Jan. 31

Zieten, Colombo, M. & Co., Jan. 31

Laisang, Calcutta, J. M. & Co., Feb. 3

Eastern, Sydney, G. L. & Co., Feb. 3

Tainan, Sydney, B. & S., Feb. 5

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCK.

Frithof, Kowloon Dock.

Hydra, Kowloon Dock.

Empress of India, Kowloon Dock.

Knivberg, Kowloon Dock.

Lucia, Cosmopolitan.

Kansu, Cosmopolitan.

Honam, Cosmopolitan.

SHANGHAI.

Tehhsing, 17th inst.

Tientsin, 15th inst.

Ships Passed The Canal.

5th December—Alton, Malacca. 9th Dec.

ember—Chingwa, Kuchow. 12th Dec.

ember—Austria, Riverdale, Siberia, Liang-chow. 15th Dec.

ember—Antwar, Bantara, Mackdon, Errol, Spolia. 19th Dec.

ember—Sambila. 22nd Dec.

ember—Calcas, Ning-chow, Onbach, Sagovia, Sunda, Turana, Res-berra. 30th Dec.

ember—Prussia, Prince Regent Luitpold, Ceylon. 1st Jan.

ember—Banmohr, C. Ford Laitia, Ducaillon, Glenloch, Tonkin. 3rd Jan.

ember—Baralong. 9th Jan.

ember—Banmohr, C. Ford Laitia, Ducaillon, Glenloch, Tonkin. 10th Jan.

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Post Office.

A Mail will close for:—

Europe, India, via Tuticorin, 23rd Jan. 11 A.M.

Singapore—Per Hongkong, 23rd Jan. 11 A.M.

Singapore, Penang and Calcutta—Per Light-nia, 23rd Jan. 2 P.M.

Singapore—Per Light-nia, 23rd Jan. 2 P.M.

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SHARE QUOTATIONS

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LON-
DON, HAVRE, BORDEAUX.

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain. Broc, will be despatched for
MARSEILLES TO-MORROW, the, 23rd
January, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also' booked for principal places in
Europe:

Next sailings will be as follows :—

S.S. CALÉDONIEN 6th February.
S.S. SALAZIE 20th February.
S.S. TOURANE 6th March.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd January, 1906. [11]



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR
TRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN.

PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)
T. H. E. Steamship

"OCEANA,"
 Captain W. Hayward, R.N.R., carrying H.
 Majesty's Mails, will be despatched from this
 or BOMBAY, on SATURDAY, the 27th
 January, 1906, at Noon, taking Passengers and
 Cargo to the above Ports in connection with
 the Company's S.S. *India*, 7,911 tons, from
 Colombo, Passengers' accommodation in which
 vessel is secured before departure from Hong-
 kong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London; other Cargo for London, &c, will be conveyed from Bombay by the R.M.S. *China*, due in London on the 10th March, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 13th January, 1966. 4

FOR SALE

**INCANDESCENT
GASOLINE
LAMP.**
OF ALL DESCRIPTIONS
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.

FOR
GASOLINE AND GAS
LAMP S.
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.
Naphtha of the best
kind kept in stock.

I KWONG CO.,

56, Lyndhurst Terrace.

ny, 1904. [59]

Intimations

CUTLER, PALMER & CO

WINE & SPIRIT MERCHANTS

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA

ESTABLISHED 1815.

						Per Case.
BRANDY	*	*	*	*	*	\$22.50
"	*	*	*	*	*	20.00
"	*	*	*	*	*	16.75
WHISKY, PALL MALL						20.00
"						12.50
"						10.50
PORT WINE, INVALIDS						20.00
"						13.75
SHERRY, AMOROSO						20.00
"						16.00
BENEDICTINE, D.O.M.						40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1901

ACHEE & CO

FURNITURE

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

R.C., &C., &C.

ODAKS, FILMS;

Telephone 256

ACCESSORIES

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
Hawking, 16th May, 1991

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$350,000	\$1,702,728	\$1 15/- @ exchange 1/101=\$18.66 67 for first half-year 1905	5 %	\$895
Bank of China, Limited	1,000,000	£7	£65	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	London 295 1/2 \$38 buyers
MARINE INSURANCES.								
Marine Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 1/2 %	\$300 sales
Marine Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$169,215 \$202,455 \$206,955	Nil.	\$4 1/2 for year ended 30.4.1905	5 %	\$91 buyers
Marine Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 95 sellers
Marine Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$171,453 \$145,931 \$1,132,364 \$750,000 \$1,800	\$2,339,112	\$4 1/2 for 1904	5 1/2 %	1730
Marine Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$218,093 \$2,241	\$426,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$170
FIRE INSURANCES.								
Marine Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,093 \$2,241	\$320,047	\$6 dividend & \$1 bonus for 1903	8 %	\$89 sellers
Marine Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$218,093 \$2,241	\$360,372	\$34 for 1903	10 1/2 %	\$325 sellers
SHIPPING.								
Marine Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$261,638 \$388,941 \$250,000 \$250,000 \$145,371 \$120,000	\$8,832	\$1 for 1904	5 %	\$20
Marine Steamship Company, Limited	20,000	\$50	\$50	\$5,000 \$261,638 \$388,941 \$250,000 \$250,000 \$145,371 \$120,000	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$40
Marine Steamship Company, Limited	70,000	\$15	\$15	\$5,000 \$261,638 \$388,941 \$250,000 \$250,000 \$145,371 \$120,000	\$8,064	\$1 for first half-year 1905	8 %	\$25 1/2 buyers
Marine Steamship Company, Limited	60,000	£10	£10	\$241,110 \$3,999	£4,435	12/- @ 1/101=\$6.29 51 for 1904	6 1/2 %	\$95 buyers
Marine Steamship Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Interim of Tls. 2 for 1905	7 1/2 %	Tls. 60
Marine Steamship Company, Limited	100,000	(Preference)	(Preference)	£400,000	£107,815	Interim of Tls. 1 1/2 for 1905	7 1/2 %	Tls. 50
Marine Steamship Company, Limited	2,000,000	£1	£1	£4,144		1/- (Coupon No. 6 for 1905)	4 1/2 %	23/ sellers
Marine Steamship Company, Limited	10,000	\$10	\$10	\$5,000	\$929	\$1.80 for year ending 30.4.1905	5 1/2 %	\$32
Marine Steamship Company, Limited	10,000	\$10	\$5	\$24,257 \$400,000 \$1,075 \$130,153 Tls. 28,000	\$21,231	\$10 for 1904	7 %	\$23 sellers
Marine Steamship Company, Limited	5,000	\$100	\$100	Tls. 195,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	9 1/2 %	Tls. 35 buyers
REFINERIES.								
Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$150,000	\$42,812	Interim of \$10 for 1905	10 %	\$207
Refining Company, Limited	7,000	\$100	\$100	none	\$86,087	\$3 for 1897	...	\$25
Refining Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 72 1/2 sales
MINING.								
Refining and Mining Company, Ltd.	1,000,000	£1	£1	£80,000 £26,011	£13,355	Final of 1/- (No. 5)	...	Tls. 8.70 sales
Refining and Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$672,093	Final of 50 cents making G. \$1 for 1905	...	G. \$17 sellers
Refining and Mining Company, Limited	150,000	£1	£1	£4,873	£8,745	No. 12 of 1/-=48 cents	...	\$48 sellers
WHARVES & GODOWNS.								
Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	9 1/2 %	Tls. 131 buyers
Boyd & Co., Limited	6,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904	...	\$25
Boyd & Co., Limited	12,000	\$25	\$25	\$250,000 \$58,473 \$10,000 \$300,000 \$41,500	\$29,422	Interim of \$2 1/2 for 1905	4 1/2 %	\$108 sales
Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$55,500 Tls. 487,210 Tls. 59,880 Tls. 17,500	\$501,332 Dr. 10,260 Tls. 10,711 Tls. 2,762	\$6 for first half-year 1904	8 %	\$165 sellers
Wharf and Godown, Co., Ltd.	10,000	\$6 1/2	\$6 1/2	Tls. 487,210 Tls. 59,880 Tls. 17,500	Dr. 10,260 Tls. 10,711 Tls. 2,762	\$1 1/2 for 1903	7 %	

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